

Established February, 1845.

PRICE, \$2 PER MONTH.

Shipping.

Steamers.

THE GIBB LINE OF STEAMERS.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo for ADELAIDE, TASMANIA and NEW ZEALAND, &c.)


The British Steamer
Rockampton,
Captain SARGENT, with
pass. Cargo &c. from ADELAIDE
will be despatched as above on **TUESDAY**
the 30th Instant, at 4 p.m.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, November 25, 1885.

**THE CHINA SHIPPERS' MUTUAL
STEAM NAVIGATION COM-
PANY, LIMITED.**

FOR LONDON VIA SUEZ CANAL.
(Taking Cargo at through rates to



The Co.'s Steamship
Oopack,
J. C. JACQUES, Com'd
will be despatched
above on or about the 30th Instant.

For Freight, &c., apply to

ARNHOLD, KARBERG & Co.,
Agents,
Hongkong, November 24, 1886. 22
OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers through the
NINPO, CHIFOO, NEE,
CHWANG, TIENTSIN, HANKOW &
Ports on the YANGTZE.)
The Co.'s Steamship
 Captain HANNAH, will
be despatched as above
WEDNESDAY, the 1st December.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE
Agents.
Hongkong, November 23, 1886. 2


OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUZ CANAL
The Co.'s Steamship
 Captain JACKSON, will
be despatched as above
WEDNESDAY, the 1st December.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE
Agents.
Hongkong, November 24, 1886. 2

AUSTRO-HUNGARIAN LLOYD'S
STEAM NAVIGATION COMPANY

46
=
SINGAPORE, PENANG, COLOM
BOMBAY, ADEN, SUEZ, POINT
SAID, BRINDISI AND TRIESTE
(Taking Cargo at through rates to C
OUTTA, MADRAS, PERSIAN
GULF, BLACK SEA, LEVANT and

ADRIATIC PORTS.)
The Co.'s Steamship
Mylania

 Capt. S. Munna, will
despatched as above
THURSDAY, the 2nd December, at No.
For further Particulars, regarding Freight
and Passage, apply to the AGENT of
Company, Praya Central.

O. BACHRAU
Agent.
Hongkong, November 18, 1886.
OCEAN STEAMSHIP COMPANY
FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers at through
for NINGPO, CHEFOO, NEW.

250
OHUANG, TIEN TSI, HANKOW
(Ports on the YANGTSE.)
The Co.'s Steamship
"Ulysses,"
Capt. BRENNER, will
be despatched as above
SATURDAY the 4th December

For Freight or Passage, apply to
BUTTERFIELD & SWIRE
Agents.
Hongkong, November 26, 1880.

NAVIGAZIONE GENERALE
ITALIANA
(FLORIO & RUBATTONI UNITED COMPANY)
—
STEAM FOR
SINGAPORE, PENANG, COLOMBE
BOMBAY, ADEN, PORT SAID.

**MESSINA, NAPLES, LEGHORN
AND GENOA.**
(Taking Cargo at through rates to MADRID,
PERSIAN GULF, BAGDAD, all
MEDITERRANEAN, ADRIATIC &
LEVANTINE PORTS, ODESSA
and ALEXANDRIA,
BUENOS AYRES, MONTE VIDE

at
BUENOS AIRES, MONTEVIDEO,
VALPARAISO and CALLAO.)
The Co.'s Steamship
D. Balduino,
Capt. G. DODERO, will
depart about

46 or about the 10th December.
The Steamers have splendid Accommodation for Passengers and carry a Doctor and Stewardess.

For further Particulars regarding Freight
and Passage, apply to
CARLOWITZ & Co
Agents.
Hongkong, November 19, 1886.

Sailing Vessels.
FOR NEW YORK.

42 The 3/3 L.L.I. American Bar
Antioch,
HEMINGWAY, Master, will
here for the above Port,
will have quick despatch.

For Freight, apply to
HONGKONG, October 11, 1880.
RUSSELL & CO.
FOR SANDAKAN.

The German Barque
F. H. DREWS,
Captain RETHEART, will be
patched as above on THU-
SDAY, the 2nd Proximo.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co
Agents.
Hongkong, November 25, 1886.

For Sale.

MacEWEN, FRICKEL & Co.
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL.

HAVE FOR SALE
THE FOLLOWING
STORES.

EX AMERICAN MAIL STEAMER.

Smoked HAMS.

Golden SYRUP in Gallon Tins.
Assorted SYRUPS.
Curtain's Table FRUITS.
ASPARAGUS.

Queer OLIVES.

Sausage MEAT.

CAVIAR.

Potted MEATS.

MACEREL in Oil Tins.

Eagle Brand MILK.

Lamb's TONGUES.

Green CORN.

Baked BEANS.

BROWN.

A LARGE ASSORTMENT

of

COOKING AND PARLOUR

STOVES.

AGATE IRON WARE COOKING

UTENSILS.

WUFFLE IRONS.

CHARCOAL IRONS.

KEROSENE LAMP.

NONPAREIL KEROSENE OIL.

WINE, &c.

SPARKLING SAUMUR, Pils. & Qs. @

\$11 and \$12.

COUP CHAMPAGNE, Pils. & Qs. @ \$12

and \$14.

SACON'S SHERRY.

SACON'S INVALID PORT.

ROYAL GLENDE WHISKY.

JAMESON'S WHISKY.

OLD BOURBON WHISKY.

HERNIM'S CHERRY CORDIAL.

ASSORTED LIQUEURS.

DRAUGHT, ALE and PORTER.

&c., &c., &c.

THE USUAL ASSORTMENT

of

OILMAN'S STORES,

at the

Lowest Possible Prices

FOR CASH.

MacEWEN, FRICKEL & Co.

Hongkong, July 1, 1886. 1268

Notices to Consignees.

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND

NAHASA.

THE Steamship Stettin, Captain E. F.

WANKER, having arrived from the

above Port, Consignees of Cargo are hereby

requested to send in their Bills of Lading for

counter-signature by the Undersigned, and

to take immediate delivery of their Goods

from alongside.

Any Cargo impeding her discharge will

be landed into the Godowns of the Com-

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mission and Consignees of the Com-

Entertainment.

THEATRE ROYAL,
CITY HALL.

THIS EVENING,

27th November, 1886, at 8 p.m.,

LAST PERFORMANCE

OF

THE FRENCH OPERA COMPANY

(from Saigon and Batavia).

Under the Distinguished Patronage of

His Excellency THE ACTING GOVERNOR,

HON. W. H. MARSH.

'LE PETIT DUC'

OPERA COMIQUE IN THREE ACTS,

Musique by LECOCQ.

Cost of Characters:

DUO DE PARTHÈNE ... Mlle. Ida Delaroché.

DE MONTANDRY ... MM. Henriot.

FRANÇOIS ... M. Léger.

BERNARD ... M. Battra.

CHARLES ... Mlle. Armandine.

PAOLO ... M. Esther.

DUCHESSE DE PAR-

THÈSE ... Mlle. Lucile Roland.

DIANE DE CHATEAU-

LARON ... M. Armandine.

Mlle. DE CHATELAIN.

TOWERS ... M. Esther.

DE SÈVÈRE ... M. Augustus.

Mr. BURGHOLES, Chef d'Orchestre.

PRICES OF ADMISSION:

Dress Circle ... \$2.00.

Stalls—Front Seats ... \$1.00.

Stalls—Back Seats ... \$1.00.

Reserved Tickets can be booked at

Messrs. HALL, PHIN & Co.

A. DARON, Director.

Hongkong, November 27, 1886. 2244

Prospectus.

PROSPECTUS

OF THE

CHINESE IMPERIAL GOVERN-

MENT SEVEN PER CENT.

SILVER LOAN 'E', 1886.

In Terms of Agreement made with His

EXCELLENCY CHUN YUN and confirmed by

the TSUNG-LI YAMEN to the British

Minister at Peking on the 13th August,

1886.

The Loan is for Kiping Tails 700,000, the

equivalent of Tails 700,000, Shanghai

Specie, in Bonds of Shanghai Tails 250

each.

Interest at the rate of Seven per Cent. per

Annun, payable half-yearly on 21st

March and 30th September.

The First Payment of Interest will be made

on 21st March, 1887, and calculated

from 15th December, 1886.

The Bonds are redeemable at par by half-

yearly drawings up to 31st March,

1917, as per Schedule attached to Pro-

spectus.

Principal and Interest payable at the Shang-

hai Office of the HONGKONG AND SHANG-

HAH BANKING CORPORATION, and at

other Offices of the Bank at the current

rates of Exchange for Demand Bills on

Shanghai.

With reference to the foregoing the HONG-

KONG AND SHANGHAI BANKING COR-

PORATION invite Tenders for the above

Loan until 4 o'clock p.m. on WED-

NESDAY, the 15th December, 1886.

No Tender will be entertained under Tails

250.00 for each Bond.

The Amount allotted must be paid in Dol-

lars at Exchange of 72 on or before the

22nd December, 1886, when failure of

allotment will be exchanged for Bonds

to Bearer.

PROSPECTUS AND FORM OF TENDER can be

obtained on application at the Bank.

For the

HONGKONG & SHANGHAI BANKING

CORPORATION,

Agents for the Loan,

JOHN WALTER,

Acting Chief Manager.

Hongkong, November 24, 1886. 2230

To-day's Advertisements.

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s

To-day's Advertisements.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship

W. H. MURPHY, Com-

mander, will be de-

parted for the above Ports on the 2nd

Proximo.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,

Agents.

Hongkong, Nov. 27, 1886. 2258

ZEITLAND LODGE.

November 27.

No. 525.

A Regular MEETING of the above

LODGE will be held in FREEMASONS'

HALL, Zealand Street, on THURSDAY

EVENING, the 2nd December, at 8.30 for

9 p.m., precisely. VISITING BRETHREN are

cordially invited.

Hongkong, November 27, 1886. 2255

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

FROM SHANGHAI.

THE S.S. Braunschweig, Capt. STORMER,

having arrived from the above

Port, Consignees of Cargo are hereby re-

quested to send in their Bills of Lading for

counter-signature by the Undersigned, and

to take immediate delivery of their Goods

from alongside.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods

remaining after the 3rd Proximo will be

subject to rent.

All broken, chafed, and damaged Goods

are to be left in the Godowns, where they

will be examined on TUESDAY, the 30th

Instant, at 4 p.m.

Any Claims must reach us before the 2nd

Proximo, or they will not be recognised.

No Fire Insurance has been effected.

MELOCHERS & Co.,

Agents.

Hongkong, November 27, 1886. 2254

STEAM FOR

SINGAPORE, PENANG, COLOMBO,

ADEN, SUEZ, PORT SAID,

MARSEILLES, MALTA, GIBRALTAR,

BRINDISI, TRIESTE, VENICE,

PLYMOUTH, AND LONDON.

Also,

BOMBAY, MADRAS, CALCUTTA, AND

AUSTRALIA.

N.B.—Cargo can be taken on through Bills

of Lading for BATAVIA, PERIAN,

GULF PORTS, MARSEILLES,

TRIESTE, HAMBURG, NEW YORK

AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM

NAVIGATION COMPANY'S Steamship

ROHILLA, Captain W. BARNETT,

with

Her Majesty's Mail, will be despatched

from SHANGHAI, on TUESDAY, the

7th December, at 4 p.m.

Cargo will be received on board until

10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office

until 10 a.m. on the day of sailing.

Silk and Valuables for Europe will be

transhipped at Colombo; Tea and Gen-

eral Cargo for London will be conveyed

via Bombay without transhipment, arriving

one week later than the ordinary direct

route via Colombo.

For further Particulars regarding

FREIGHT and PASSAGE, apply to the

PENINSULAR AND ORIENTAL STEAM NA-

MR GRANT ALLEN ON 'FALLING IN LOVE.'

(From 'Fortnightly Review').

An ancient and famous human institution is in pressing danger. Sir George Campbell has set his face against the time-honoured practice of falling in love. Parents innumerable, it is true, have set their faces against it already from immemorial antiquity; but then they only attacked the particular instance, without venturing to impugn the institution itself on general principles. An old Indian philosopher, however, goes a good deal further, and attacks the principle. He would always like to regulate human life generally as a department of the India Office; and Sir George Campbell would find him a valuable ally in this view, in the process which he not very felicitously or elegantly describes as 'man-breeding.' Probably, he says, as reported in *Nature*, 'we have enough physiological knowledge to offer the frequent improvement in the pairing of individuals of the same or allied races if we could only apply that knowledge to make fitting marriages, instead of giving way to foolish ideas about love and the tastes of our people, whom we can hardly trust to choose their own partners, much less to choose in a grave matter in which they are most likely to be influenced by frivolous prejudices.' He wants us, in other words, to discard the deep-seated inner physiological promptings of inherited instinct, and to substitute for them some calm and dispassionate artificial selection, as if the father or mother of future generations. Now this is of course a serious subject, and it ought to be treated seriously and reverently. But, it seems to me, Sir George Campbell's conclusion is exactly the opposite one from the conclusion to which the biological and psychological elements in this very complex problem of heredity. So far from considering love as a 'foolish idea,' opposed to the best interests of the race, I believe that the best interest of the race is to be found in the most complete freedom of choice, and that the best interest of the individual is to be found in the most complete freedom of choice. I believe that the best interest of the race is to be found in the most complete freedom of choice, and that the best interest of the individual is to be found in the most complete freedom of choice. I believe that the best interest of the race is to be found in the most complete freedom of choice, and that the best interest of the individual is to be found in the most complete freedom of choice.

CONDENSED MILK. M. Louis Grandjean has just published a succinct and instructive account of dairy-farming in Switzerland. There are, he tells us, about 1,100,000 head of cattle in Switzerland, rather more than half of which are in the hands of the small farmers. The yield in the course of a year is 205,000,000 gallons, the value of the milk being 12,500,000 francs, and the value of the butter 25,000,000 francs. M. Grandjean then proceeds to show how this large quantity of milk is disposed of. In the first place, one half is used for making 40,000 tons of cheese, and of this quantity 55 per cent. is thin cheese—that is to say, made with skim milk. The cream taken from the milk used in making thin cheese goes to make 16,000 tons of butter, which is not quite enough for home consumption. But the quantity of milk left over after the cheese and butter has been made is 200,000,000 gallons, which are taken one year with another, to be found in Switzerland. M. Grandjean then goes on to describe the operations of the Condensed Milk Company, which, with its capital of 4,000,000 francs, has seven factories, of which three (Cham, Guin, and Reichenbach) are in Switzerland. This industry has its origin, so far as Switzerland was concerned, at Cham; when, in 1805, Mr. Page, the United States Consul at Zurich, determined to try an experiment which had been conducted successfully upon a large scale in his own country. He had great difficulty in getting any one to believe in the possibility of success; and for the first year or two his factory did not condense the milk of more than 500 cows, or make more than 100,000 pounds of condensed milk. At the present time the factory receives the milk of 8,000 cows, and turns out more than fifteen million tins of milk a year. The milk is brought to the factory on large trucks, each holding eighty cans; the company itself fetching the milk from the various farms, and giving a uniform price of 54 francs per gallon for it. Upon arriving at the factory, the milk is poured into a large reservoir through a silk net which acts as a strainer. This reservoir also serves as one of the scales of a machine which weighs the milk. After the milk has been weighed, a plug is withdrawn from the bottom of the reservoir, and the milk runs out into large boilers of copper, where it is mixed with sugar of the same weight as itself. When the sugar is dissolved, the liquid mixture runs into vacuum boilers; where it undergoes, at a very high temperature, the process of condensation. The condensed milk is then put into tins, which are sealed hermetically, and are then ready for sale. All the cans used for bringing in the milk are first washed out with water, then scrubbed inside, and finally steamed before going back to the dairy. The treatment of this large quantity of milk and the fabrication and filling of some

50,000 tins per diem would be impossible unless the greater part of the work were done by machinery; and, from the cutting out of the sheets of metal which are used for making the tins to the filling down of the wooden cases in which the milk is sent all over the world, all is done by machinery: a single workman being able to solder 400 tins an hour, thanks to the excellence of the machine he manages. There is also a cheese factory and a factory for making a certain sort of food for infants, which is much appreciated as infant food in Switzerland and neighbouring countries. The *Kudemilch* is wheaten flour, transformed into a paste by a mechanical process of kneading, is dried in an oven, crushed, mixed with condensed milk, and dried in the oven, ground, and bottled. Soluble in water, it is believed to be very nutritive and easy of digestion for infants. The Company makes about 25,000 of butter a day; and the milk after it has been skinned for this purpose is converted into thin cheese, while the whey is converted by about 150 pigs kept on the premises. The cheese, prepared in steam boilers in forced out by means of hydraulic presses, and then immersed for three or four days in salt and water to flavour it. It is then left for about a fortnight in an evaporating chamber, to hasten the maturing process, and within two months it is fit for consumption; whereas the Gruyere cheese is not ready to be eaten for nearly eighteen months. M. Grandjean accords the highest praise to the arrangements made at Cham for the personal comfort of the workmen and for the general happiness of the neighbourhood. But in wide and open champion country, where individual choice has free room for exercise, man and woman as a rule (if not constrained by parents and moralists) marry for love, and marry on the whole their natural choice. They choose a thick-skinned, robust fellow, somebody who comes from beyond the community, to the people of their own immediate surroundings. In many men, the dislike to marrying among the folk with whom they have been brought up amounts almost to a positive instinct; and it is impossible to fall in love with a fellow-farmhouse as to fall in love with their own first cousins. Among exogenous tribes such an instinct (aided, of course, by other extraneous causes) has hardened into custom; and there is reason to believe that the universal traces among the higher civilisations of marriage by capture (that all the leading races of the world are ultimately derived from exogenous ancestors, possessing this healthy and excellent sentiment. In minor matters, it is of course universally admitted that short men, as a rule, prefer tall women, while tall men, as a rule, prefer short women. Dark pairs by preference with fair; the commonplaces often runs after the original. People have long noticed that this attraction towards one's opposite tends to keep true the standard of the race; they have not, perhaps, so thoroughly observed that it also indicates a desire for its own natural complement. It is difficult here to give definite examples, but everybody knows how, in the subtle psychology of falling in love, there are involved innumerable elements, physical, intellectual, and moral, which are exactly those of their absolute adaptation to form with themselves an adequate union. Of course we do not definitely seek out and discover such qualities; instinct works far more intuitively than that; but we find at last, by subsequent observation, how true and how true the instinct of the heart is in its recognition of its own complement. That is to say, those men who who were enough to follow the earliest promptings of their own hearts, and not to be ashamed of that diviner and deepest of human intuitions, love at first sight.

TO LET. WITH immediate occupation the Commercial PREMISES known as the P. & O. Office, lately in the occupation of the HONGKONG & SHANGHAI BANKING CORPORATION. For further Particulars, apply to the Undersigned. E. L. WOODIN, Acting Superintendent. Hongkong, November 22, 1886. 2220

TO LET. A Five-Roomed HOUSE at the PRINCE, Good TENNIS GROUND attached. Apply to DENNIS & MOSSOP. Hongkong, January 28, 1886. 192

TO BE LET. IN THE NEW PREMISES, BANK BUILDING, immediately opposite the Chinese House, Main Entrance. One Handsome Plate-Glass SHOP Frontage of 40 feet. GODDOWNS at WEST POINT—Large and Small. COAL STORAGE. Apply to SHARP & Co. 1862

TO LET. ROOMS in 'COLLIER CHAMBERS' No. 10, HOLLWOOD ROAD. Apply to DAVID SASSOON, SONS & Co. Hongkong, November 12, 1886. 632

Intimations. THE HONGKONG AND KOWLOON WHARF, GODDOWN AND CARGO-BEAT COMPANY. THE Company will receive STRAMERS and SAILING VESSELS alongside their Wharves at Kowloon and Land, Re-shipping, and other Stores, GENERAL CARGO, SUGAR, OPTIC, COTTON, GRAIN or MERCHANDISE in First-Class Granite Godowns at Cheap Rates. Also COALS in specially constructed Sheds. For the convenience of Commanders and Stokers the Company's launch Hongkong will convey to and from these inland wharves, starting from the Polder's Wharf every hour from 6 a.m. to 5 p.m., and from the Wharf at Kowloon at the half-hour. For further Particulars, apply to W. KEEFOOT HUGHES, Agent, Polder's Street. Hongkong, February 17, 1886. 331

CHINA FIRE INSURANCE COMPANY, LIMITED. ADJUSTMENT OF BONDS FOR THE YEAR 1885. SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premium for the year ending 31st December last in Order to receive their PROPORTION OF PROFIT for that year to be paid as BONUS to CONTRIBUTORS may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent Claims or Alterations will be allowed. By Order of the Directors, JAS. B. COUGHTRY, Secretary. Hongkong, October 1, 1886. 1874

DENTISTRY. FIRST CLASS WORKMANSHIP. MODERATE FEES. MR. WONG TAI-FONG, Surgeon-Dentist, (Formerly Assistant to Dr. ROGERS.) At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS, No. 2, DUDDELL STREET. CONSULTATION FREE. Discount to missionaries and families. Sole Address 2, DUDDELL STREET, (Next to the New Oriental Bank.) Hongkong, January 12, 1886. 66

HONGKONG FIRE INSURANCE COMPANY, LIMITED. ADJUSTMENT OF BONDS FOR THE YEAR 1885. SHAREHOLDERS in the above Company are requested to send in to this Office a List of their Contributions of Premium for the year ending 31st December last in Order to receive their PROPORTION OF PROFIT for that year to be paid as BONUS to CONTRIBUTORS may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent Claims or Alterations will be allowed. By Order of the Directors, JAS. B. COUGHTRY, Secretary. Hongkong, October 1, 1886. 1874

GRIFITH'S NEW VIEWS OF HONGKONG ARE NOW READY, 1, DUDDELL STREET. GRIFITH & Co., MANUFACTURERS OF THE LONDON BRATED WATER, 1, DUDDELL STREET, Continues to Supply: Soda Water, LEMONADE, GINGERBREAD, RAISIN WINE, SASSAPARILLA, &c., &c. At the same Moderate Charges. Hongkong, June 9, 1886. 957

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS. BY ERNEST J. RITTEL, Ph.D., TORINO. REVISED, WITH ADDITIONS. Price, \$1.50. LANE, CRAWFORD & Co. Hongkong, August 20, 1884. 1398

TO LET. WITH immediate occupation the Commercial PREMISES known as the P. & O. Office, lately in the occupation of the HONGKONG & SHANGHAI BANKING CORPORATION. For further Particulars, apply to the Undersigned. E. L. WOODIN, Acting Superintendent. Hongkong, November 22, 1886. 2220

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Intimations.

MANILA SLIP COMPANY, LIMITED.

THIS Company having COMPLETED the SLIPWAY and WORKS at Calaoan (Luzon) is now prepared to undertake the REPAIRS of VESSELS, and other SHIPBUILDING WORKS, under the Direction of an experienced Engineer and Shipbuilder from one of the principal Shipyards of the Clyde. Dimensions and principal Particulars of Patent Slip and Ship-yard at Calaoan (Luzon). Length of centre ways of Slip - 320 feet. Length of Slip cradle - 270 feet. Width of Slip inside rope-roads - 36 feet. Inclination of ways 1 in 18. Depth at outer end (high water) to rails - 26 feet. Length of Slip rail after end - 445 feet. Length of Slip rail extreme high water - 360 feet. Height of cradle-rails to keel blocks - 2 feet 9 inches. Rise and fall of tide extremes - 6 feet 3 inches. Width of ways, centre to centre of side rails - 27 feet. Capacity of the Slip in gross tonnage - 2,500 tons. (Note.—This last particular must depend on the draught and build of Vessel.) Working capacity of hydraulic hoisting gear - 2,000 tons. The site of the Company's works is on a perfectly sheltered Bay, where Vessels can lie and work be carried on in any weather. THE REPAIRING SHOPS include PLATING and BOILER SHOP, SMITHY, FOUNDRY, FITTING SHOP, CARPENTERS' SHOP and SAW-MILL, with a full equipment of appliances for every class of REPAIRS to STEAMERS and SAILING VESSELS, WOOD and IRON, and the BUILDING of SMALL CRAFT of all kinds, up to about 200 TONS. PEELE, HUBBELL & Co., Agents. Hongkong, November 1, 1886. 2071

TO LET. WITH immediate occupation the Commercial PREMISES known as the P. & O. Office, lately in the occupation of the HONGKONG & SHANGHAI BANKING CORPORATION. For further Particulars, apply to the Undersigned. E. L. WOODIN, Acting Superintendent. Hongkong, November 22, 1886. 2220

TO LET. A Five-Roomed HOUSE at the PRINCE, Good TENNIS GROUND attached. Apply to DENNIS & MOSSOP. Hongkong, January 28, 1886. 192

TO BE LET. IN THE NEW PREMISES, BANK BUILDING, immediately opposite the Chinese House, Main Entrance. One Handsome Plate-Glass SHOP Frontage of 40 feet. GODDOWNS at WEST POINT—Large and Small. COAL STORAGE. Apply to SHARP & Co. 1862

TO LET. ROOMS in 'COLLIER CHAMBERS' No. 10, HOLLWOOD ROAD. Apply to DAVID SASSOON, SONS & Co. Hongkong, November 12, 1886. 632

Intimations. THE HONGKONG AND KOWLOON WHARF, GODDOWN AND CARGO-BEAT COMPANY. THE Company will receive STRAMERS and SAILING VESSELS alongside their Wharves at Kowloon and Land, Re-shipping, and other Stores, GENERAL CARGO, SUGAR, OPTIC, COTTON, GRAIN or MERCHANDISE in First-Class Granite Godowns at Cheap Rates. Also COALS in specially constructed Sheds. For the convenience of Commanders and Stokers the Company's launch Hongkong will convey to and from these inland wharves, starting from the Polder's Wharf every hour from 6 a.m. to 5 p.m., and from the Wharf at Kowloon at the half-hour. For further Particulars, apply to W. KEEFOOT HUGHES, Agent, Polder's Street. Hongkong, February 17, 1886. 331

CHINA FIRE INSURANCE COMPANY, LIMITED. ADJUSTMENT OF BONDS FOR THE YEAR 1885. SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premium for the year ending 31st December last in Order to receive their PROPORTION OF PROFIT for that year to be paid as BONUS to CONTRIBUTORS may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent Claims or Alterations will be allowed. By Order of the Directors, JAS. B. COUGHTRY, Secretary. Hongkong, October 1, 1886. 1874

DENTISTRY. FIRST CLASS WORKMANSHIP. MODERATE FEES. MR. WONG TAI-FONG, Surgeon-Dentist, (Formerly Assistant to Dr. ROGERS.) At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS, No. 2, DUDDELL STREET. CONSULTATION FREE. Discount to missionaries and families. Sole Address 2, DUDDELL STREET, (Next to the New Oriental Bank.) Hongkong, January 12, 1886. 66

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BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS. BY ERNEST J. RITTEL, Ph.D., TORINO. REVISED, WITH ADDITIONS. Price, \$1.50. LANE, CRAWFORD & Co. Hongkong, August 20, 1884. 1398

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Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STRAIT FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS.

MARSHALL ISLANDS AND PORTS OF BRAZIL, AND LA PLATA, BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

ON TUESDAY, the 30th November, 1886, at Noon, the Company's S.S. SAGHALIEN, Commandant HOSNEY, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London, as well as for Mauritius, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. on 29th November, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, November 17, 1886. 2192

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE STEAMSHIP BELGIO will be despatched for the Pacific, via Yokohama, on THURSDAY, the 2nd December, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURN Passengers—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 25 per cent. from Return Fare; if re-embarking within one year, an allowance of 10 per cent. will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 per cent. from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 51A, Queen's Road Central.

O. D. HARMAN, Agent.

Hongkong, November 13, 1886. 2164

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on SATURDAY, 11th December, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to Europe, France, and Germany by all trans-Atlantic Lines of Steamers.

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